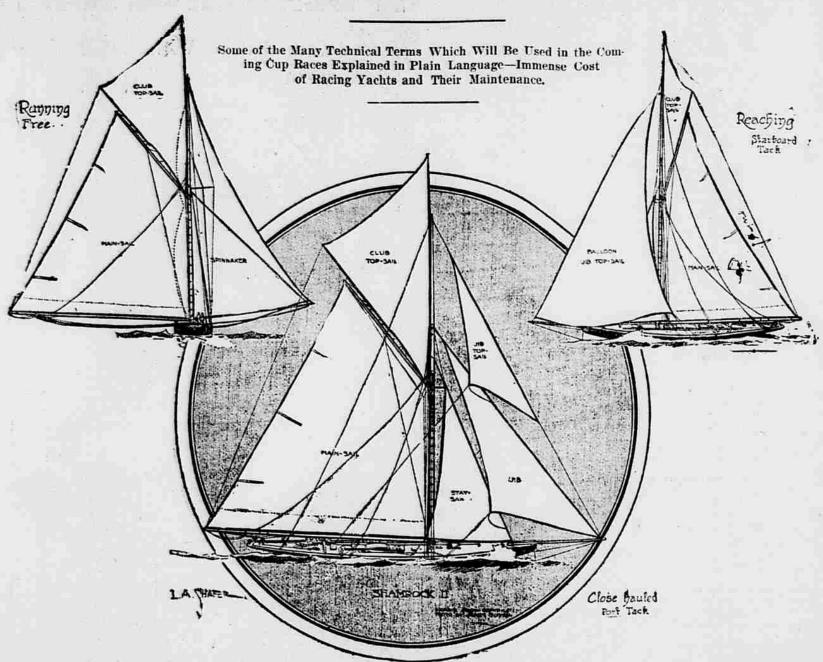
YACHT TALK INTERPRETED FOR THE LAYMAN.



Here Is a Simple Explanation of Natutical Terms Which May Enlighten the Landlubber.

Yacht racing is a sport in which a large number of people profess to take delight, and in which a still larger number assume a pleasure though they may feel it not. These last be also prone to ask riot-provok-ing questions as to the relative value of a fin keel over a starboard tack, or just erein a gybe exceeds in merit a balloon

It is the purpose of this effort to give the enthusiastic inexpert some few hints which white hull, the same great towering main-may furnish him or her with a clearer un- mast stepped just forward of amidships, the derstanding of the game. At first sight it same great bosprit spearing out from forseems no more complicated than is a horse race, and there is a certain analogy between the two. For the racing yacht of to-day is no much a result of high breeding as is its prototype of the turf. "A yachtsman," as chances are he would search the picdevotes has no inted out will trace the torial representations in vain for the identity. a devotee has pointed out, will trace the torial representation pedigree of his favorite racer back through fication of either. the Gloriana, Puritan and Magic, and name the exact points of excellence which she has i And yet there are points of dissimilarity obtained from each. One has given wind- which the trained eye will distingush as

beauty, and so on throughout a long list since the America brought home the famous

But it is to those who follow vachting on the rolling blue and not from behind roll-top desks that these qualities most appeal. The slight points of difference in these racing machines-points apparently so slight that even those fairly familiar with the conestants have difficulty in discovering them and which to the casual observer are wholly nidden—are to the yachtsman as plain as are the forest signs to a trained woodsman,

For instance, the Constitution and the Columbia so closely resemble each other that few outside the initiated can tell one from the other. Both have the same marble-

torial representations in vain for the identi-

Where They Differ.

far as it can see. The one distinguishing point in these two which all who sail may note is the double spreader of the Consti-tution, whereas the Columbia carries only a single spreader. To make plain what a The Cup Races of This Year and Just How They Will Differ From Each Other-What They Cost.

approval which is a law unto itself, and which was, in this case, a universal testimony to a wish to see fair play accorded both yachts.

As a result of this patrolling of the course

As a result of this partolling of the course there was no reason for complaint on the part of either racer, and this year the same system will be adopted. Captain Walker of the Revenue Marine Service has been detailed for this duty, and a number of vessels, sufficient to see that his orders are obeyed, will be placed under his command. White.

But he or she who goes down to the course in an excursion craft may still be all at sea as to which is winning the race or which comes in victorious across the finish line, as there are rules which complicate results.

at sea as to which is winning the race or which comes in victorious across the finishing. As there are rules which complicate results.

One yacht, for instance, will have to give the other a time allowance, and the one which to all appearances may seem the winner may, when the count is done, show up loser by so many seconds or minutes, as the case may be.

The race may be.

The races are few finer or more inspiriting marine spectacles than that afforded by two high-class racing yachts fortune to see, although many such heart disease finishes are promised in the coming contest; this by reason of the general belief that challenger and defender are more evenly matched than any other two that ever fought out the battle for the trophy.

Even drifting matches have an exciting interest for some, but the writer, who has drifted on the flank of many of these, has never been able to extract any excitement from contests of that kind.

The Racing Course.

Coming now to the projected races, these will be run over what is known as the Sandy Hook course, the victory being the yacht which wins three out of five events.

The races are to be fifteen-miles straightawy beat or run to an outer mark and back to the finish line, and a contest over a triangular course with ten miles to cach like.

Like racing thoroughbreds of the turf, racing yachts have their specialities, but in the case of the desired of the desired.

Like racing thoroughbreds of the turf, racing yachts have their specialities, but in the case that his orders are obsended under his command.

What the Sport Coests.

The cost of an attempt to "lift" the cup and the price of fending off such effort are partalently in the price of fending off such effort are partalently incost him in the neighborhood of a round million for this present effort alone may seem incredible at first reading, but it is not likely that his expenses will fall much below that figure of the Porto Rico, a big ocean-soing steamsailp which is to be used as a tender of the Porto Rico, a big ocean-soi

"It is probable that no one outside of the builders and owners of the Columbia knows exactly what she cost. She could be constructed, so a well-known builder told me, for 189,000. But the Herreshoffs were given carte blanche, and the very best of everything was used in her construction, so that she probably cost, including the services of the designer, Captain 'Nat' Herreshoff, fully double that sum. The cost of the Defender was about \$100,000, a striking contrast with the old America, which was built for about \$20,000. The famous cup defender Puritan, built in 1885, cost about \$30,000, so Mr. George Lawley, her builder, told me. triangular course with ten miles to each leg.

Like racing thoroughbreds of the turf, racing yachts have their specialties, but in the case of the latter these may be broadly summarized under the head of pointing, reaching and running.

Unquestionably a racing yacht's most admirable quality is her ability to lie close to the wind, and to sail fast when going in the direction from which the wind is coming. This is technically known as "pointing," and the yacht which can sail straightest and quickest toward the wind will, of course, beat any competitor which has not this quality of footing fast when pointing high.

The Big White Sails.

"It will be seen that the price of cup defenders has gone up marvelously in fourteen years. A substantial merchant vessel of the same length of water line as the Columbia, first-class in every particular, can be built and fully rigged for \$12,000 or \$14,000.

course, beat any competitor which has not this quality of footing fast when pointing high.

In pointing the main boom is laid as nearly parallel with the keel as possible, and the sheets (ropes which control the sails are taut as drum heads, in which position the yacht is said to be "close hauled." and if good at this sort of going she will "eat" her way into the wind and make slanting approaches to her destination at an angle well within four compass points, or forty-five degrees.

Suppose then that at the time the first race is called the outer mark is placed due south of the starting line, and that the wind is straight from the southward. The first part of the contest would naturally be a beat to the outer mark, in which case the contestants would have an opportunity of silkilke sails are flung to the impelling matter of pointing. The one which can sail closest to the wind and maintain good speed will naturally be the first around the mark.

Running Before the Wind.

Thence on will be a run, by which is meant that sheets (already explained) will be eased off or loosened, with the main boom at a broad angle to the hull. Then if the wind is not too strong the immense balloon jibs and spinnakers, great expanses of silkilke sails, are flung to the impelling breeze, and with "every stitch showing" they achts dreve before the wind to the finish line.

But it is in going over the triangular course that the best all around qualities of a yacht are brought out. The wind holding fair, she must show her paces in every point of sailing—pointing, running and reaching, in reaching, the boom is sused off at an angle, the acuteness of which is determined by the angle which the wind the wind the required ten men, working twelve and one-half days, to sew its list long seams. The full suit of sails for the straint four compassion, and it required ten men, working twelve and one-half days, to sew its long seams. The full suit of sails for the straint four compass points, or forty-five degrees.

The columbia, first-class in ever

the yachts drive before the wind to the finish line.

But it is in going over the triangular course that the best all around qualities of a yacht are brought out. The wind holding fair, she must show her paces in every point of ealling-pointing, running and reaching. In reaching, the boom is gued off at an angie, the acuteness of which is determined by the angle which the wind makes to the direction of the course. In a close reach it is little more than it is for pointing, in a broad reach a little less than in running.

In reaching, a yacht though salling "I had a running sore on my leg for seven years," writes Mrs. Jas. Forest of Cheppe-wa Falls, Wis., "and spent hundreds of dol-lars in trying to get it healed. Two boxes of Banner Salve entirely cured it."

LINER STRUCK BY A BIG WAVE Oceanic Hit Hard and a Passenger

Injured.

pointing, in a broad reach a little less than in running.

In reaching, a yacht, though salling against the wind, displays greater speed than she does in going dead before it. This may sound incredible, but it is nevertheless true. For instance, it is inconceivable that a yacht going before a ten-knot breeze can go faster than ten knots, whereas one reaching on a ten-knot breeze might considerably exceed that gait.

Although very simple, the terms "starboard tack" and "port tack" confuse many. Any salling vessel is said to be on the starboard tack when the wind is coming from the starboard, or right hand side, and on the port tack when the wind is coming from over the left, or port side. The term "running" is so plain as to tell its own story, meaning just what it says, that a vessel is "running," and, of course, before the wind, as a sailing craft can run in no other direction. Injured.

New York, Sept. 14—The big White Star liner Oceanic had an experience with a wave off the coast of Ireland on her last trip over which it required all her strength to come out of successfully.

On her second day out the Oceanic was boarded by a huge wave, that, breaking over her bows, deluged the deck, knocked down a woman in the steerage, and finally wended its way into the saloon, where the stewards lost no time in repairing what little damage it did.

As the Oceanic arrived in the vicinty of Nantucket Lightship on Tuesday Captain Cameron had the vessel steered close enough for the observer at that point to report his arrival. When the liner was abreast of the lightship the latter's captain, through a megaphone, informed Captain could tell him that the President was improving every day the Oceanic was out of halling distance.

There was a great deal of speculation on board after the news was communicated to the passengers, as to the extent of the President's 'injuries. Had it not been for the fact that the Stars and Stripes flying from the lightship was not at half mast, many of them said that they would have undoubtedly thought that the President was dead. tion.

Keeping the Course Clear.

The question of keeping the course clear this year as it was done at the time when Sir Thomas made his first effort to lift the cup has been discussed, and arrangements have been made whereby the excursion fleet—expected to be more than usually large this year by reason of the great interest attaching to the contest—will be kept clear of the course of the racing yachts. Lord Dunraven, it will be recalled, bitterly complained of blanketing and interference on the part of excursion vessels.

It was never shown that the challenger was more hindered than was the defender, but to prevent any possible recrimination on that score the National Government, at the time of the Shamrock I-Columbia contest, detailed a fotilla of torpedo-boats and revenue cutters, and instructed the officer in charge, Captain, now Rear Admiral, Robley D. Evans, to employ this force for the purpose of keeping the course clear.

The course being outside the three-mile limit, and, therefore, on the high seas and outside the jurisdiction of the United States, there was no legal warrant for such proceedings. But the establishment of the patrol was with that enthusiastic popular

Taking Chances. There are two prominent actors, formerly good friends, who never speak as they pass by. They met by chance one day last week, shook hands, and one of them immediately seized the opportunity to outline the great production that he was engaged upon for the coming season.

"I'm going to make the greatest hit of me life, me boy!" he cried enthusiastically. September Is the Stepping Stone

To the opening of Full trade. Our stock of fine plated Silverware is most complete for early Fall purchasers. This department contains such a vast collection of new wares for table use that the most diverse tastes cannot fail to find something of interest. While shopping to-morrow we would be pleased to have you call and take a look through this department and note some of the special values we are offering in fine plated wares.

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Triple Silver-Plated, Hollow Nickel-Plated Table Knives, with fine steel blades, a reliable and elegant article of tableware (9½ inches long), per set of six. \$4.50 Dessert, Orange and Fruit Knives to match at proportionate prices.

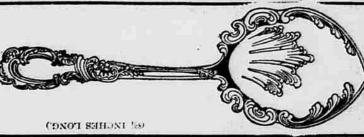
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"Wouldn't do it," yawned his friend.
"Why not?"
"Unlucky to break a looking-glass."—De-troit Free Press.

REMOVED A BOY'S SPLEEN. Hospital Surgeons Perform a Rare

Operation. New York, Sept. 11.—The spleen has been removed from Michael Vitcle, 6 years old, at Harlem Hospital. This is one of the rarest of surgical operations, and it was

caid that there are only three other known cases of its having been performed successfully. Doctors are interested because little is known definitely as to the functions of the spleen.

The Vitele boy was run over by a milk wagon and was carried unconscious to the hospital in an ambulance. House Surgeon W. T. Blvings and Doctor Horman Haubold, professor of surgery at the Bellevue Medical College, made an incision five or six inches long in the child's stomach on the radial line and found the spleen had been torn from its connections with the other viscera. They cut it out and sewed up the wounds, and a few hours later said the little one was doing well, and that there was every chance of his recovery.

When the spleen of a dog is removed the animal immediately develops a most voracious appetite, eating two or three times

cious appetite, eating two or three times

its own weight, but is never known to live longer than six months. If a monkey's spleen be taken out the creature can live in a temperature of 90 degrees, but the min-ute it is either lowered or raised the animal

Orders

Given

Prompt

Atten-

tion.

ute it is either lowered or raised the animal dies.

Two of the cases performed on human beings were by Doctor Charles McBurney, one of his patients being a champion runner of the New York Athletic Club, who was operated on about five years ago, and one a Rough Rider, who was operated on about two years ago. The other operation was performed by Doctor Frank C. Hartley, and Doctor Theodore Kuene about four years ago. Dector Haubold has ordered that repeated examinations be made of the blood of the Vitele boy in the hope of discovering if the function of the spisen is hematopeticol, as is generally believed by physicians.

of a cure, lead

the unfortunate

victim into a

mire of darkest

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CONTAGIOUS Mercury and Potash, holding out false hones

The blood poison sufferer who bases his hopes of a cure upon mercury and potash is doomed to disappointment. These minerals may dry up the sores and eruptions, and perhaps for

months no external signs of the disease are seen, but just as sure as you live, you will experience again the horrible effects of the original poison and the added torture of Mercurial Rheumatism, ruined digestion and most offensive ulcers and sores. The use of these minerals diverts the poison from the natural channels and forces it back into the blood and system, where it preys upon the more vital parts, and heart disease, quick consumption or some other equally fatal disease ends the patient's sufferings. Mercury and potash are given to combat and destroy the deadly virus of Contagious Blood Poison, but they never have nor never will accom-

plish any such result. The advantage gained by a long course of these drugs is only temporary and short-lived.

No wonder, then, the blood poison victim grows despondent and abandons hope when, after taking mercury and potash long and regularly, and having followed to the letter his physician's instructions, he sees the old disease returning, bringing many new and strange symptoms, and, in spite of medical skill and in defiance of all human efforts, the body is soon covered with a mass of pustular sores and copper-colored spots. The membranes of the mouth, tongue and throat thicken and ulcerate, glands

inflame and throb with pain, hair and eyebrows fall out, sight fails, and it seems not an organ, tissue or fibre of the body escapes the ravages of this terrible poison. Mineral remedies having failed to arrest the disease, the pitiable sufferer feels that his choice lies between a life of the most intense mental and physical suffering or self-destruction.

But you can be cured quickly and permanently of Contagious Blood Poison by the use of S. S. S. It antidotes and destroys this peculiar virus, and no other known medicine does, and we confidently assert and believe that S. S. S. is the only true cure for this vile disease, this monster plague. It is strictly and wholly a vegetable remedy, and we offer \$1,000.00 for proof to the contrary. No bad effects follow its use. It cleanses the blood of this poison and restores it to its original purity and strength, and not only removes all traces of the

disease, but destroys the effects of the mercury and potash as well. Profit by the experience of thousands who have been restored to health and happiness through the timely use of S. S., and do not be duped and doped by so-called specialists and others who have nothing to offer you but mercury and potash, put up in a different and perhaps more attractive form than that prescribed by your home physician.

Don't despair of a cure because other methods have failed. S. S. S will not disappoint you, and the balance of your days may be the best and happiest you have ever known or dared hope for. Write our physicians all about your case, describing as accurately as possible your present condition, symptoms, etc., and they will cheerfully advise and help you to get well without any cost to you whatever.

Our Home Treatment Book on Contagious Blood Poison gives much information about the disease that we are sure will interest you. We will be glad to mail you a copy if you desire it. THE SWIFT SPECIFIC CO., Atlanta, Ga.

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cures these troubles without cutting, thus avoiding the dangers of surgery. DR. SWEANY. Dr. Sweany's original and per-

fected treatment for Varicocele cures by restoring to life the diseased and weakened veins, not by destroying them with the knife or other destructive methods. Those who are suffering with Varicocele, Stricture, Rupture, etc., do not want to be maimed or their parts mutilated by surgery. Dr. Sweany's without surgery, thus preserving the life of important organs.

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tudes of men? WRITE if you cannot call, giving a full and unreserved history of your case, stating your symptoms, and you will receive in plain envelope a scientific and honest opinion of your case. Thousands cured permanently by our perfected system of HOME TREATMENT.

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